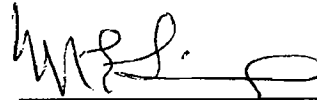


# EXHIBIT 2

Errata for Expert Report of Michael E. Levine

Page	Current Text	Corrected Text
18	"But STL, now no longer a hub and still limited by Southwest, had risen only to \$191.95."	"By 2010, now no longer a hub and still limited by Southwest, STL's average fares had fallen to \$172.90."
18	"In 1995, Southwest's CASM (cost per available seat-mile, stage-length adjusted), the industry's standard measure of relative costs, was about 8% below TWA's, and its adjusted RASM was 8%."	"In 1995, Southwest's CASM (cost per available seat-mile, stage-length adjusted), the industry's standard measure of relative costs, was about 8% below TWA's, and its adjusted RASM was 8% lower."
18	"Stage length adjusted curve determined by plotting RASM/CASM."	"Stage length adjusted RASMs and CASMs for each year were determined by plotting each major U.S. airlines' CASM and RASM against stage length, from which a best fit regression line was created. To compare Southwest's stage length adjusted CASM/RASM, the slope of the best fit line was used to calculate Southwest's CASM/RASM as if it had TWA's stage length."
CV	"Regulation and the Nature of the Firm: The Case of U.S. Regional Airlines, <i>Journal of Law and Economics</i> "	"Regulation and the Nature of the Firm: The Case of U.S. Regional Airlines, <i>Journal of Law and Economics</i> , Volume

	(forthcoming), NYU <i>Law and Economics</i> Research Paper No. 11-24 (July 19, 2011)”	54, Number 4, 2011, pp. 229-248”
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Michael E. Levine

April 9, 2013